	CLASSIFICATION CONFIDENTIAL,		25 25
	CENTRAL INTELLIGENCE AGENCY	_	
	INFORMATION REPORT		
COUNTRY	Latvia	1,100	
	Railroad Rolling Stock Production Centers/		
SUBJECT	Production at Liepaja Drasu Fabrik		_
PLACE		NO. OF ENCLS.	25
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- 5. The Riga Railroad Bridge and Rail Welding Factory consisted of several large buildings which were housed in a compact area. It employed approximately 800 persons. Parts of railroad bridges were manufactured and also repaired at this plant. Since the rails on the tracks were about 100 feet in length they were welded at this plant and then distributed to various railroad centers for installation. Steel and iron for the plant were furnished mainly by the Liepaja Drasu Fabrik. The Riga Railroad Bridge factory had its power supplied by the Riga Municipal Power Plant which was located on the Daugava River at Lake Kegums, about 25 miles from Riga.
- 6. Equipment in service on the Latvian railroads was in good cordition as necessary repairs were usually done at the proper time. It was obvious that there was a shortage of some parts on the Soviet railroads: namely, bolts, nuts, gaskets, and various seals.
- 7. The locomotives in use on the Latvian State Railroad were (a) a relatively modern type of tank locomotive; (b) older types of Soviet locomotives; and (c) older types of German locomotives. Passenger cars were of the old European four-axle type and the freight cars were the two-axle 15-20 tons capacity type. The Soviet locomotives in service in Latvia were not new in design but dated back 10 to 20 years. Soviet passenger cars were also very old in design. Soviet freight cars were of the two-axle and four-axle types. The four-axle cars were 50-ton capacity, US-made, and had automatic couplings. In general, Soviet locomotives, freight cars, and passenger cars observed in 1944 were old and in poor condition compared with similar units.
- 8. There were no Diesel locomotives on the Latvian railroads except for short-distance motor cars. This was a railroad car driven by a Diesel or gasoline engine.
- Pig iron for the Liepaja Drasu Fabric was imported from various foreign countries, whereas scrap iron was supplied by Latvian metal factories.
- 10. The plant produced I-type beams, angle irons, channel-type and tubular steel parts, as well as various types of wire, barbed wire, chains, small sections of rails, shovels, and pitch forks. It had a small steel and cast iron foundry which was a jobbing shop. In summary, the Liepaja Brasu Pabrik produced many diversified products on a relatively modern production basis and in a relatively modern plant.

11.	There was	a wire	and	cable	factory	1n	Riga	called	VEF	(Hatis	Electro	Technica.
	Factory).											
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There were similar plants in the USSR also furnishing with and cable to Latvia.

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